

More Famous

Mustangs

More about TV Mustangs, this time from Linda Bowes of Hatboro, Pennsylvania:

You know, it isn't easy being married to a Certified Mustang Judge. Take, for instance, when you are watching an older movie that just happens to have an early Mustang in it.

Recently on a rain-soaked Sunday afternoon when, for the third weekend in a row, my husband (the Judge), had not been able to paint our Mustang. He decided to turn on the local cable channel and found a French film, circa 1966. As I joined him in the living room, I heard this horrendous music in the background (you know, the kind your Mother used to listen to on the "other" station). I groaned when I heard that music, and he said, "Well, it can't be too bad; there is a guy driving a Mustang."

Sure enough, there was a French race car driver sporting around town trying to impress a lady while driving an early Mustang.

All of a sudden, just when the movie was getting mushy, I hear Certified Judge over in the corner. "Do you believe that? A '65 grill with '66 wheel covers and a '66 gas cap." "Unbelievable! Wrong color stripes for that exterior color. He has the wrong air cleaner under his hood. He'd lost 5 points for that mirror if he was in a show."

And while I thought I'd be watching a perfectly good French love story with maybe a little action, instead I heard all about the specifics of a car that probably doesn't exist anymore.

C'mon, Judges, is there no justice? We'll see you at the shows, but let us fantasize about Mario Andretti driving up in his sleek, black 500 point Mustang and driving us off into the sunset . . .

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"It may be of interest that the original staff car in which President Reagan got his start in political life during 1965-66 was a 1965 Mustang convertible," says John Henderson in the Diablo Valley (California) Mustang Association's monthly newsletter.

Henderson reports that the President and Nancy put more than 16,000 miles on the Mustang throughout California

during his first campaign, the 1966 campaign for Governor in the California Primary Election.

This Mustang now belongs to David Tomshany of El Cajon, California, who was assistant campaign director for the President at that time. Henderson says that this California Mustang now has more than 200,000 miles on it.

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The Mustang wagon with which Ernie Stout captured Best of Show Modified at the 1982 Eastern National and at the World Mustang Expo has renewed interest in an article which appeared in the October, 1966 issue of *Car and Driver*. The article, sent to us by Gerald A. Miller of Hinckley, Illinois, tells about a Mustang wagon that was the brainchild of Barney Clark, a writer, and Bob Cumberford, an automotive designer and writer, and of Jim Licata, an associate of Cumberford's.

The basis for the design was a 1964 Mustang coupe with the 260 HP, 289 V8 engine and automatic transmission. In March, 1965, the car was shipped to Intermecanica in Turin, Italy, along with the plans that Cumberford had put on paper. In February, 1966, it returned: "A very impressive car by any standard of measurement, and the furor it creates on the street certainly seems to bear out its owner's belief in the compact station concept," says *Car and Driver*.

To create the wagon, the stock roof and rear deck were replaced by a fabricated new roof, tailgate, rear windows, cargo floor, folding rear seat. The overall dimensions remained the same as the original Mustang's, and "none of the distinctive Mustang flavor was lost," reports *Car and Driver*.

"In performance," says the magazine, "the Mustang wagon is like any well-prepared, properly suspended Mustang — maybe slightly better in handling and directional stability, slightly down on acceleration and throttle response."

The Cumberford design boasted a combination of '66 and '67 GT exterior trim, Koni shock absorbers, mag-type wheels, "big fat" Pirelli radial-ply tires. *Car and Driver* reports that they drove the Mustang wagon over a thousand miles, and were actually waved to the side of the road by people who wanted to ask about it.